

BEATING A CLOUD-BURST.
How an Engineer Outstripped a Flood by Seventy Seconds.
George Davis is one of the oldest and best engineers in Denver, says the News of that city. He commenced in 1870 on the old Denver Pacific, and was firing for Ed Hoskins on old No. 30 when the engine brought the first passenger train to Denver in 1870. In 1872 he was given charge of an engine, and continued in active service on that line until, owing to sickness, he was obliged to lay off; but the company, appreciating his valuable services, have him employed in the Union Depot examining train hands as to their knowledge of train rules and duties.
George had the reputation of being one of the fastest engineers on the road, and on one occasion when pulling President Adams' car, a speed indicator in his car indicated seventy miles an hour for a short distance, but George thinks the fastest time he ever made was on the afternoon of July 12, 1875, when he ran a race with a flood in Sand Creek and beat it by just seventy seconds. George can tell the story best, however:
"It was during the time we were having so many floods, and the bridge over Sand creek had been washed out a few days before, and the track ran down over the sand in the bottom of the creek, which was always dry except when there was a flood.
"We were an hour late that afternoon, and when we reached Eaton, forty-eight miles from Denver, we were just taking water at the tank when D. B. Keeler, who was the agent at that place then, came running out to me with a message, which read: "Make all possible haste to Denver. Water coming down Sand Creek."
"The message was signed by Colonel Fisher, the superintendent, and I knew it meant get there, and the way I lammed the old machine going over the track that afternoon was a caution. We had no air brakes in those days, and had six stops to make, but were only sixty-four minutes from Eaton to Sand Creek.
"When we reached the bank of the creek it was nearly dusk, but I could see the water coming only a few rods above, foaming and roaring, a solid wall six feet high, full of timber and wreckage from the Kansas Pacific bridge a few miles above, and I thought at first I would not chance it, but just as I was about to blow the brakes I caught sight of Colonel Fisher on the other side, waving his hat to me to come on, so I pulled her wide open and we plunged down in the hole and wriggled up the other side just seventy seconds before the water struck the track and wiped it out of existence with a roar.
"I stopped as quick as I could after we got over, and if you ever saw a delighted set of passengers they were there. You see they didn't know any thing about it until we were down in the creek bottom, when they saw the water coming. Scared! Well, you can bet they were. They had been uneasy all the way from Eaton, and had been coaxing Ed Hoskins—he was the conductor—to make me stop running so fast, but when we swung down into the creek bottom at the rate of fifty miles an hour, they knew something was up, and when they caught sight of that flood they saw right away what the matter was, and got out on the tank and acted foolish, cheering me and throwing their hats in the air and shaking hands with me and saying: "God bless you," and all that kind of thing. O, we had a big time there for awhile, and it was days before we could run trains across the creek again."

Is the name of the Best Liniment for Sprains, Bruises, and Muscular Soreness. It is a Combination—the result of **Accidental Discovery**, united with the fruits of **SCIENTIFIC RESEARCH** and **PRACTICAL TESTS AND OBSERVATIONS**.
It is the most convenient and economical application known. For Man it approaches Perfection; for the Horse it has no equal.

Chiefly a Natural Product of Nevada.

SHIER'S

T R I B

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Shier's Hesperian Drug Store,
PIOCHE, NEVADA.

Try it and Tell Your Neighbor the Result.

PIOCHE & TAYLOR
STAGE LINE.

Napoleon Dupont, Proprietor.

Leaves Pioche and Taylor on Mondays and Fridays at 8 A. M.

Fare, - - - \$13.

Good time made and good accommodations for passengers.

If notified in season will make special provision for carrying parties of three or more, quickly and in good shape.

NAPOLÉON DUPONT.
Pioche, Nev., July 13, 1890.

PHILADELPHIA

BREWERY,

Main Street,.....Pioche,

P. C. WEBER,

PROPRIETOR,

IMPORTED AND DOMESTIC

WINES.

LIQUORS

and CIGARS

LITTLE'S

CHEMICAL FLUID

NON-POISONOUS

SHEEP DIP.

One gallon, mixed with 50 gallons of cold water, will dip thoroughly 100 sheep, at a cost of 1 cent each. Easily and quickly applied; wool is certain care for scab, also.

LITTLE'S PATENT POWDER DIP.

Mixes instantly with water. Prevents the fly from striking. In a 2-pound package there is sufficient to dip twenty sheep, and in a 7-pound package there is sufficient to dip one hundred sheep.

CATTON, BELL & CO.

SUCCESSORS TO FALNER, BELL, & CO.,

No. 406 California Street,

SAN FRANCISCO, CAL.

Wool Agency Warehouse, Cor. 6th & Towns- and Sts.

JAMES MEANS' \$3 & \$4 SHOES

"Competition is the Life of Trade," and if you have not seen our latest improved goods you cannot imagine how lively trade is, or how hard our competitors have to work to keep within sight of us. Ask your retailer for the James Means' \$3 Shoe, or the James Means' \$4 Shoe according to your needs.

Positively none genuine unless having our name and price stamped plainly on the soles. Your retailer will supply you with shoes so stamped if you insist upon his doing so; if you do not insist, some retailers will coax you into buying inferior shoes upon which they make a larger profit.

UNEQUALLED IN DURABILITY. JAMES MEANS' \$3 AND \$4 SHOES. THE VERY BEST MADE. UNEXCELLED IN STYLE.

Such has been the recent progress in our branch of industry that we are now able to affirm that the James Means' \$4 Shoe is in every respect equal to the shoes which only a few years ago were retailed at eight or ten dollars. If you will try on a pair you will be convinced that we do not exaggerate, ours are the original \$3 and \$4 shoes, and those who imitate our system of business are unable to compete with us in quality of factory products. In our lines we are the largest manufacturers in the United States.

Shoes from our celebrated factory are sold by wide-awake retailers in all parts of the country. We will place them easily within your reach in any State or Territory if you will invest one cent in a postal card and write to us.

JAMES MEANS & CO., 41 Lincoln Street Boston, Mass.

FULL LINES OF THE ABOVE SHOES FOR SALE AT WERTHEIMER'S.



THE PIOCHE.

'MEAT MARKET!

Main Street, Pioche, Nevada.

COOK BROS. & CO.,

Proprietors.

KEEP CONSTANTLY ON HAND THE BEST MEATS OBTAINABLE.

BEEF,

MUTTON,

VEAL,

PORK.

Etc., Etc.

Reasonable prices to all and free delivery to all parts of town.

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MISCELLANEOUS.

THE BEST SEEDS
are those put up by
D. M. FERRY & CO.
Who are the largest Seedsmen in the world.
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Illustrated, Descriptive and Priced
SEED ANNUAL
for 1890 will be mailed FREE to all applicants, and to last season's customers. It is better than ever. Every person using Garden, Flower or Field Seeds should send for it. Address
D. M. FERRY & CO.,
DETROIT, MICH.

Application for a Patent
No. 921.

UNITED STATES LAND OFFICE,
Eureka, Nevada, February 8, 1890.

NOTICE IS HEREBY GIVEN, THAT D. S. APPLETON and WILLIAM REMSEN, whose post office address is Hiko, Nevada, have this day filed their application for a patent for fifteen hundred (1500) Linear feet of the APPLETON LODE, mine or vein bearing gold and silver, with surface ground six hundred (600) feet in width, situated in Pahranagat Lake Mining District, Lincoln County, Nevada, and designated by the field notes and official plat on file in this Office as lot No. 44, Sec. 32, T. 3 S. R. 59 East, of Mount Diablo Meridian, said Lot No. 44 being described as follows, To-wit:
Beginning at a Post marked No. 1, U. S. S. No. 44, and the original location monument, whence the section corner on the south line of section 29, T. 3 S. R. 59 East, M. D. M. bears N. 18 deg. 30 min. E. 3637 feet and Post No. 2 of U. S. S. No. 39 Indian Chief Lode bears N. 39 degrees E., 1500 feet. Thence south 60 feet to Post marked No. 2, U. S. S. No. 44 and the original location monument, whence the section corner on the north line of section 29, T. 3 S. R. 59 East, M. D. M. bears N. 18 deg. 30 min. E. 3637 feet and Post No. 2 of U. S. S. No. 39 Indian Chief Lode bears N. 39 degrees E., 1500 feet. Thence south 60 feet to Post marked No. 2, U. S. S. No. 44 and the original location monument, whence the section corner on the north line of section 29, T. 3 S. R. 59 East, M. D. M. bears N. 18 deg. 30 min. E. 3637 feet and Post No. 2 of U. S. S. No. 39 Indian Chief Lode bears N. 39 degrees E., 1500 feet. Thence south 60 feet to Post marked No. 2, U. S. S. 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